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SECRETS-E-C-R-E-T

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LOCOMOTIVE REPAIR PLANTS INEFFICIENT -- Moscow, Gudok, 28 Mar 51

In locomotive repair plants, direct losses, such as idle time due to disorders in production or the use of qualified personnel for auxiliary operations, amount to 20-30 percent of the working day, and indirect losses, such as losses from reduced cutting speeds and delays due to machines out of order or incorrectly set up, are considerably more. Labor productivity is cut 50-65 percent.

At present the situation in the repair of wheel pairs is far from perfect. Labor productivity in the repair and assembly of wheel pairs is considerably below the technical norms. For instance, while the technical norm for turning new tender wheel tires with a high-speed cutting tool on a profiling machine is 6.5 wheel pairs per shift, the average productivity of labor is 2.5 wheel pairs. According to the technical norm, 11 new tender wheel tires are supposed to be turned per shift on a vertical boring and turning lathe with a high-speed cutting tool, but actually the productivity is not more than four.

COUNCIL PLANS NEW EQUIPMENT -- Moscow, Gudok, 13 Apr 51

In 1950 much was done by the Scientific and Technical Council of the Ministry of Transportation in working out and making test models of new equipment, including a new 2-10-4 steam freight locomotive, an all-metal baggage car, a soft-seated all-metal passenger car, electrified cranes, etc.

LOCOMOTIVES GET 40 PERCENT OF OPERATING EXPENSES -- Moscow, Gudok, 8 Apr 51

Forty percent of all operational expenditures of railroad transport go for the maintenance of locomotives and locomotive management.

DNEPRODZERZHINSK PLANT MAKES 100-TON CARS -- Moscow, Gudok, 28 Mar 51

The Dneprodzerzhinsk Railroad Car Building Plant imeni gazeta "Pravda" has made the first 100-ton open-top cars. The cars are designed primarily for carrying ore and other heavy freights.

In the near future, mass production of 60-ton flatcars with stamped metal sides will begin. The cars will have cast trucks instead of assembled ones.

It is planned to produce cars for carrying hot sinter and for carrying bitumen.

KALININ PLANT TO MAKE PASSENGER CARS -- Moscow, Trud, 22 Apr 51

The Kalinin Railroad Car Building Plant has mastered the production of comfortable passenger cars.

MORE PASSENGER CARS FOR TRANSCAUCASUS SYSTEM -- Tbilisi, Zarya Vostoka, 16 May 51

In 1950 the Transcaucasus Railroad System received 46 all-metal passenger cars, and will receive 30 more in 1951.

KRYUKOV PLANT CUTS LABOR EXPENDITURE -- Kiev, Pravda Ukrainy, 22 Apr 51

In 1940 the Kryukov Railroad Car Building Plant expended 2,180 man-hours on the manufacture of one gondola car, and in 1950 had reduced this figure to 1,060 man-hours.

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BARNAUL PLANT TO MAKE DIESEL MOTORS -- Moscow, Pravda, 7 Jun 51

The Barnaul Transport-Machine-Building Plant has received an order for the manufacture of diesel motors for large-capacity dump trucks and excavators. The plant has put much effort into the creation of the motor, which is more powerful than any it made heretofore.

MATVEYENKO TRACK MACHINE ADOPTED -- Kishinev, Sovetskaya Moldaviya, 28 Apr 51

By order of the Ministry of Transportation, the Matveyenko track measuring truck has been adopted for the technical aspects of track maintenance, and mass output of the truck has been begun.

AIR BRAKES, AXLE BEARINGS NEED IMPROVEMENT -- Moscow, Gudok, 13 Apr 51

There are tens of thousands of freight cars equipped with the Matrosov air brake made before 1936. These brakes do not have retaining valve springs, and to guarantee full application of the brakes, it is necessary to restore the air pressure in the brake line to the point where it was before braking.

By order of the Ministry of Transportation, such air brakes should be equipped with springs for retaining. Practice has shown that this measure not only reduces the release of the brake, but also prevents to a considerable degree the possibility of locking the wheels. In spite of this order, springs have not yet been installed on the air brakes of many cars. The Main Administration of Railroad Machine Building Plants of the Ministry of Transportation stopped production of such springs in 1948. The head of the administration, Arkhangel'skiy, considers that "the manufacture of retaining valve springs in the plants of the administration is not possible because of a lack of special equipment." Such a statement is of course groundless, since the administration's plants manufacture even more complex springs.

At present, journal bearings for two-axle freight cars having type S-1 axles are made of cast iron. Only 5-6 millimeters of the bearing fit into the slot of the wedge, and therefore the bearing often jumps out of the slot, and the bearings get out of order prematurely.

The Main Railroad Car Administration of the Ministry of Transportation has approved the plans for improved bearings made of steel. The Main Administration of Railroad Machine Building Plants promised to make 200,000 of the new bearings. The first test lot of the bearings was supposed to be finished by 1 May 1950, but the administration has not yet organized their production.

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